



TOWN OF KNIGHTDALE
Planning and Engineering Committee
MINUTES
Monday, March 8, 2010
950 Steeple Square Court
Knightdale, NC 27545

I. CALL TO ORDER - Welcome by Councilor Terry Gleason at 5:53 p.m.

Present: Councilor Gleason, Councilor Poirier, Brett Zick

Staff: Seth Lawless, Fred Boone, Chris Hills, Jennifer Currin, Tim Guffey

Absent: Doug Taylor

II. APPROVAL OF MINUTES

The February 8, 2010 minutes were approved by consensus.

III. NEW BUSINESS

A. On-Street Parking Standards on Local Streets in Residential Districts

Tim Guffey and Fred Boone requested to discuss this item as it pertains really to Widewaters. On-street parking on local streets in residential districts was brought to light by Tim Guffey driving through Widewaters on Jumping Frog Lane, Delta River, etc. which are one (1) foot narrower than most roads. The cars park on either side of the road and depending upon size of the car, fire trucks may not be able to traverse the road. The adopted addendum says no on-street parking is permitted where roads with less than 26' back-to-back (b-b) exist. Streets with 26'-32' b-b is permitted to have on-street parking, but only on one (1) side of the street. Mr. Guffey and Mr. Boone raised the question that if this policy is to be imposed Town wide, how does staff enforce it without the enforcement creating a burden on staff. Mr. Fred Boone took measurements and Widewaters is the only subdivision with a 26' b-b. Councilor Gleason inquired if the Homeowner's Association (HOA) documents restricted on-street parking. Mr. Chris Hills mentioned some conflict between the Unified Development Ordinance (UDO) language and the Fire Code addendum. Members of the P&E Committee inquired how wide our fire trucks were and Mr. Guffey stated that the Town does not have a fire truck any wider than 108". Mr. Tim Guffey stated that on-street parking could potentially slow the fire trucks down anywhere from thirty (30) seconds to one (1) minute. Members of the Committee agreed that these neighborhood roads are more destination roads since they are local streets.

Mr. Boone stated that one option for enforcement for interpreting the code as is would be to enter into an agreement with a local tow truck agency and if you find someone violating the parking regulations/signage, the tow truck

agency is able to tow the care at will. This option was not favorable to the P&E Committee at this time.

Mr. Guffey inquired if the Planning and Engineering Committee supported amending the addendum to sign any road with a less than 27' b-b. P&E Committee agreed that the amendment was favorable.

IV. OLD BUSINESS

A. Updates – No new updates at this time.

B. Water Allocation Policy Amendment Proposal

Mr. Chris Hills explained that he and Mr. Fred Boone had reviewed recent construction drawings for First Citizens Bank, Berkshire Apartments and the Ted Warn Building and found that all of the recent developments would have been able to achieve a variety of bonus points and ascertain the proposed 50 point threshold to obtain water. The possible bonus points that each project may have been able to obtain are outlined below.

1. Overview of Changes:

- a. Threshold increases from 45 to 50 Points.
- b. Most non-residential uses would start with 41 points.- Automatically
- c. Bonus points broken into categories. If bonus points are necessary and they have to have more than one type of bonus, then they must come from different categories.
 - 1) First Citizens Bank – 41 Points: LEED Certification (9), Bioretention/wetland (5), Gateway Structure (5), Park and Ride Easement (2)/10 Stalls (3), Public Art (4). (28 Bonus Points listed.)
Gateway structure somewhat nebulous at this time, but will be incorporated in the Comp. Plan.
 - 2) Berkshire Park Apts. 32.2 Base Points if Hardiplank: LEED Certification (9); Bioretention/wetland (5), Gateway Feature (5), public art (4), transit easement/shelter (2), Private greenway (3), Pool (2), Deck (2), clubhouse (8). (40 bonus points listed.)
Wetlands would have to be a little larger than a wetland due to the design
 - 3) Ted Warn Building – 41 Base Points: LEED Certification (9), Public Art (4), irrigation cistern (5), xeriscaping/drought tolerant species (3), porous pavement (2). (23 bonus points listed.)

Mr. Hills stated that the proposed changes to the Water Allocation Policy will help the Town achieve the little extra investment from the development without a ton of extra cost. The focus of the Water Allocation Policy is

centered more around public investment as opposed to private investment from the development community. Mr. Hills explained that the highlighted items in the draft Water Allocation Policy document are proposed changes and the items that cost more are more points, but are also the items the Town wants more. Mr. Brett Zick inquired about the park & ride stalls and how this bonus point works without a bus stall/stop on-site. Mr. Chris Hills explained that an easement can be located in the right-of-way. Mr. Chris Hills further stated that it might not be a bad idea to link the park & ride bonus point with a transit easement requirement.

Mr. Hills informed the Committee that the Water Allocation Policy says that the Policy will be reviewed each year in May. Councilor Poirier mentioned that he would like to increase the residential points more than what is proposed and the Town is currently heavy on Type 3 and 4 housing types. Mr. Hills stated that staff could either propose to increase the residential points to 55 or change the weights for housing types. Councilor Poirier informed the Committee that the Town originally created the WAP for the residential component and not for the commercial component.

The proposed Water Allocation Policy revision will go to April 5 Town Council meeting and the following LURB meeting.

V. NEW BUSINESS

A. NCDOT request to close Fayetteville St. Railroad Crossing

Mr. Fred Boone informed the Committee that Mrs. Suzanne Yeatts had received notice from NC DOT regarding the Fayetteville St. Railroad Crossing. There has been one accident at this crossing and NC DOT has deemed it ready for closure. Mr. Boone and Mr. Chris Hills spoke to Ms. Nancy Horn with NC DOT this morning and found out the following information:

1. Up to \$120,000 for nearby intersection improvements.
2. Public Info Session April 6, 2010 -5-7 p.m. - Thirty (30) day comment period after the public meeting, comments forward to a technical committee and in May a recommendation is possible. May close at the end of this year if the recommendation is to do so
3. NCRR/DOT looks for 3-1 closing ratio, but has accepted 5-2 and 4-2. Previously closed crossing sometimes can be counted for new crossing requests.-Signals are about \$160,000 to install. Due to the crash and grid network she didn't see this location being improved. Typically anything below \$250,000 they will spend without a cost benefit analysis, but an improvement cost above \$250,000, a cost benefit analysis would have to be completed before improvements made.
4. Stealth Stat will be being deployed to determine most recent traffic. Due to school traffic, road and crossing may be used fairly frequently and closure may also impact the traffic pattern.

The Committee was informed that the Division of Railways requesting the closure. Per conversations with NC DOT, DOT thinks this area has a "good" street grid network. The members agree what we have a grid, but whether it is good is debatable.

It was suggested that staff contact the Town of Cary or Town of Morrisville staff to see what their strategy is to prevent all the closures.

Mr. Boone and Mr. Hills asked how many trains ran per day, but all the information Ms. Horn would provide to them was that it is an active track.

Councilor Gleason asked how this closure fits in with the Town's Old Town Plan. Mr. Hills responded that he hasn't researched this particular item in too much depth, but he doesn't think it would negatively impact the plan too much.

It was also stated that we need to investigate what Fayetteville St. was classified as and where it T's into Mailman Rd. in the long term plan. The Town needs to look at that intersection for long term development.

The P&E Committee did agree that the closure would have an impact on the commercial space across the street.

Mr. Boone stated that the asphalt at the crossing would be removed and that no right-of-way acquisition can be association with the monies NC DOT would give the Town. The monies would have to be used to correct the traffic problems they are creating with this railroad closure.

This item will be brought to all the Town Council members next Wednesday at the next meeting.

B. Widewaters Parkway Roundabout Improvements

Mr. Fred Boone handed out a graphic showing the proper stripping and signage for a roundabout. Mr. Boone explained to the members that the speed limit signs are haphazard and the pedestrian crossing signs are not all up. Visibility is an issue. The intent is to add arrows, yellow edge strip and make the crosswalks look like the Village Park approach. Mr. Tracy Pedigo is getting together costs and approach for all of these proposed improvements. There is a blind spot created by the trees near Rex. Ramps will be installed with this plan.

C. Signage/Banner Policy for Park and Recreation Department

Mr. Hills explained that UDO Chapter 12.8 and 12.9.C currently allow the town to put out banners in the public right-of-way and that this is a valuable tool for Ms. Tina Cheek to recruit for services offered. The Town

exempts itself, but doesn't allow it for others. Is there any desire to change this?

Councilor Poirier stated that he had no desire to change this policy, especially since the Town doesn't make money on these services and it informs citizens of the services we offer. The Planning & Engineering Committee unanimously agreed that they had no interest at this time in revising the current policy.

D. Citizens Planning Academy Resolution from the LURB

1. Concept of requiring a citizen to participate in a training class prior to being appointed by the Council to serve on the LURB.
2. LURB supported this being a prerequisite to serve on the LURB, but not to be appointed to LURB.
3. See Resolution.

VI. OTHER BUSINESS

No other business.

VII. ADJOURNMENT

The meeting was adjourned by Councilor Gleason at 6:54 p.m.

Planning Briefs

The Comprehensive Plan Update Committee will be meeting on Thursday, March 4 at 6:30 p.m. in the Knightdale Town Council Chambers. It is estimated that the plan update is now about 70% complete.

The Land Use Review Board will meet on Monday, March 8 at 7:00 p.m. in the Knightdale Town Council Chambers. There are no legislative or quasi-judicial matters on the agenda and this meeting will serve as a training session for the LURB members.

The Technical Review Committee will be meeting on Wednesday, March 10 at 8:30 a.m. to discuss the proposed expansion of Faith Baptist Church located at 2728 Marks Creek Rd. The plan proposes constructing an 8,900 square foot addition to the existing building.

A sketch plan has been submitted for a Sun Trust Bank on an out parcel in the Midtown Commons Shopping Center located at 206 Hinton Oaks Blvd. The proposed bank is approximately 3,180 square feet.


Committee Chairman


Attest